



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

Case ID 1500152486

Erf 594, 2 Peddie Road, Milnerton

Development Management

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[REDACTED] – ERF 594 – 2 PEDDIE ROAD – MILNERTON - CAPE TOWN



[REDACTED] [REDACTED]
WESTERN CAPE * GARDEN ROUTE * EASTERN CAPE

Our Ref Agreement – 2025 - 005

Date: 05 July 2026

For attention:

The Professional Officer.

Development Management

City of Cape Town (Blaauwberg District).

Dear Sir / Madam,

**APPLICATION FOR REZONING AND PERMANENT DEPARTURES IN TERMS OF
THE CITY OF CAPE TOWN MUNICIPAL PLANNING BY-LAW 2015, AMENDED
2019:**

SUBJECT PROPERTY: Erf 594 – 2 Peddie Road - Milnerton – Cape Town.

1. INTRODUCTION

The purpose of this application is to permit for additions / alterations to the existing building on Erf 594, Milnerton, hereafter referred to as the subject property, in order to operate a Guest House with 15 guest bedrooms.

The property does not fall within a Heritage Protection Overlay Zone (HPOZ), but it is older than 60 years, yet not conservation worthy; therefore, a Heritage WC permit is not required as per the legislation adopted on 01 April 2025. However, please note that Heritage WC did issue a Section 51 letter (and stamped plans) on 01 April 2025 (which is the exact date upon which the legislation changed). I have submitted copies thereof with the application as supporting documents.

1.1. Planning Application / Proposal

The proposal entails the legalization of unauthorized construction (as per the below plan highlighting unauthorized construction). It must be noted that the owners were guilty of constructing various unauthorized structures for which an Administrative Penalty (LUM Case - 1500139174) was submitted on 28 February 2025 and an Administrative Penalty of R70,000 was paid to the City on 18 September 2025.

The application also entails (1) Rezoning of the subject property from SR1 to GR2; and (2) Permanent Departures from the Land Use Scheme.

Kindly refer to Section 1.2 of this report for a list of applications made.



Figure 2 shows an aerial view of the subject property as it currently stands (including all the unauthorized construction). Refer to Figure 2 for clarity on the unauthorized buildings)

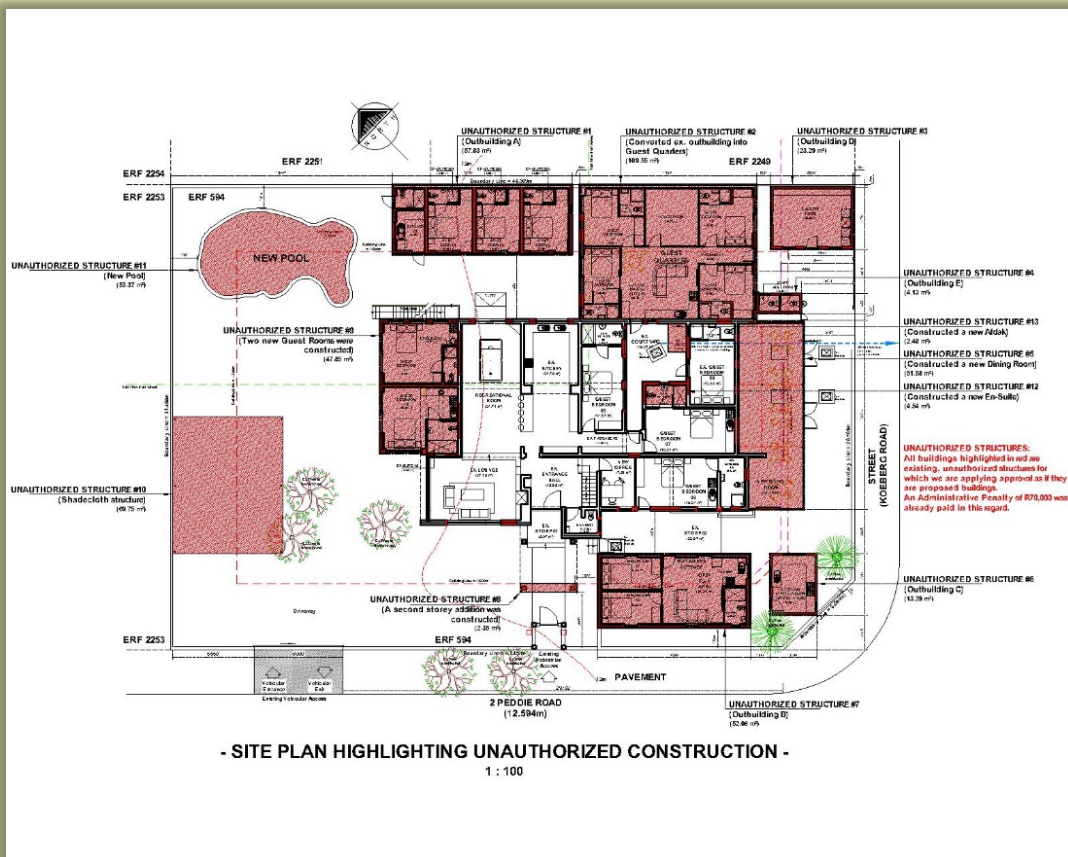
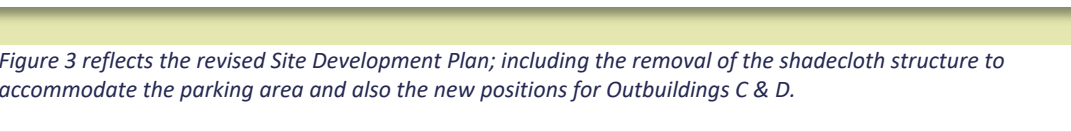


Figure 1 shows a site layout highlighting all the unauthorized construction on site. An Administrative Penalty of R70k was already paid in this regard.



In this regard, please take note that Unauthorized Structure #10 (Shadecloth Structure) will be demolished in due course.

1.2. Planning Applications required in terms of the Municipal Planning By-Law (MPBL):

Application is made in terms of Section 42 of the MPBL, 2019, for the following:

- **Section 42 (a) – Rezoning of Land:**
 - o **Item 20 (Table A):** To rezone the property from SR1 (Single Residential 1) to GR2 (General Residential 2).
- **Section 42 (b) - Permanent departures:**

OUTBUILDING D:

- **Item 41 (e) (i):** To allow for the placement of Outbuilding D to be 1.500m from the Koeberg Road boundary line in lieu of 4.500m.
- **Item 121 (2):** To allow for the placement of Outbuilding D to be 1.500m from a Designated Metropolitan Street (Koeberg Road) in lieu of 5.000m.
- To allow for Outbuilding D building height to be 3.991m above EGL.

OUTBUILDING E:

- **Item 41 (e) (i):** To allow for the placement of Outbuilding E to be 3.618m from the Koeberg Road boundary line in lieu of 4.500m.
- **Item 121 (2):** To allow for the placement of Outbuilding E to be 3.618m from a Designated Metropolitan Street (Koeberg Road) in lieu of 5.000m.
- To allow for Outbuilding E building height to be 3.320m above EGL.

NEW DINING ROOM:

- **Item 41 (e) (i):** To allow for the placement of the new Dining Room to be 3.457m from the Koeberg Road boundary line in lieu of 4.500m.
- **Item 121 (2):** To allow for the placement of the new Dining Room to be 3.457m from a Designated Metropolitan Street (Koeberg Road) in lieu of 5.000m.
- To allow for the new Dining Room height to be 3.355m above EGL.

OUTBUILDING C:

- **Item 41 (e) (i):** To allow for the placement of Outbuilding C to be 2.581m from the Koeberg Road boundary line in lieu of 4.500m.
- **Item 41 (e) (i):** To allow for the placement of Outbuilding C to be 1.500m from the Southern street boundary line (splayed corner on Koeberg and Peddie Roads) in lieu of 4.500m.
- **Item 41 (e) (i):** To allow for the placement of Outbuilding C to be 4.304m from the Peddie Street boundary line in lieu of 4.500m.
- **Item 121 (2):** To allow for the placement of Outbuilding C to be 1.500m from a Designated Metropolitan Street (Koeberg Road – splayed corner) in lieu of 5.000m.
- **Item 121 (2):** To allow for the placement of Outbuilding C to be 2.581m from a Designated Metropolitan Street (Koeberg Road) in lieu of 5.000m.
- To allow for Outbuilding C building height to be 3.906m above EGL.

OUTBUILDING B:

- **Item 41 (e) (i):** To allow for the placement of Outbuilding B to be 1.500m from the Peddie Street boundary line in lieu of 4.500m.
- To allow for Outbuilding B building height to be 4.247m above EGL.

NEW ADDITION TO BEDROOM 05:

- **Item 41 (e) (i):** To allow for the placement of the addition to Bedroom 05 (on First Floor level) to be 3.886m from the Peddie Road boundary line boundary line in lieu of 4.500m.
- To allow for Outbuilding B building height to be 6.685m above EGL.

CONVERSION OF OUTBUILDING INTO NEW GUEST QUARTERS:

- **Item 41 (e) (i):** To allow for technical departures triggered by the change in use of the existing structures beyond the 18m line (but within the 4.5m building line).
- **Item 41 (e) (i):** Building is situated 0.000m from the North-Eastern Boundary Line in lieu of 4.500m.
- To allow for new Guest Quarters building height to be 4.806m above EGL.

OUTBUILDING A:

- **Item 41 (e) (i):** To allow for the placement of Outbuilding A to be 0m from the North-Eastern boundary line in lieu of 4.500m.
- To allow for Outbuilding A building height to be 4.147m above EGL.

BOUNDARY WALL DEPARTURES:

- **Item 136 (B) (f):** To allow for zero (0) visual permeability in lieu of full visual permeability on the 45° degrees wall forming a junction between Peddie and Koeberg Roads.
- **Item 136 (B) (g) (bb):** To allow for zero (0) visual permeability in lieu of 25% visual permeability on the rest of the walls facing Peddie and Koeberg Roads.

PARKING BAY DEPARTURE:

- **Item 137:** To allow for twelve (12) on-site parking bays in lieu of fifteen (15) required parking bays (01 bay up to 10 bedrooms + 0.5 for each bedroom beyond 10).

1.3. Property Description

The subject property is located at 2 Peddie Road, Milnerton. It is zoned Single Residential 1 and is 1445 m² in size. It is currently developed with a dwelling house, which was initially constructed as per the previously approved plans. However, the owner was then guilty of erecting various outbuildings and new additions to the dwelling. Please refer to the attached plans highlighting these transgressions. Please take note that an Administrative Penalty of R70k was already paid in this regard.

It is not situated within a HPOZ, but it is older than 60 years. As mentioned before, a Section 51 letter was issued by HWC in this regard on 01 April 2025.

Overall, the property is easily accessible, is well located and is in close vicinity to a variety of urban opportunities, amenities and public transport along Koeberg Road.



Figure 4 shows the position of the property in relation to Koeberg Road and nearby amenities and public transport.

1.4. Character of the Surrounding Area

The subject property is located in the Milnerton suburb, which is a low-density area. The surrounding area is primarily zoned SR1 (Single Residential 1) and is subsequently developed with similar type affluent dwellings. It is in close proximity to established commercial nodes. It is surrounded by a range of commercial developments along Koeberg Road, making it a popular residential option for tourists / visitors in the area. Yet, a quick online search shows there is a lack of Guest Houses / Accommodation Facilities in the area. This fact makes this proposed development very desirable and essential to the area.

Please refer to the below zoning map for clarity in this regard.

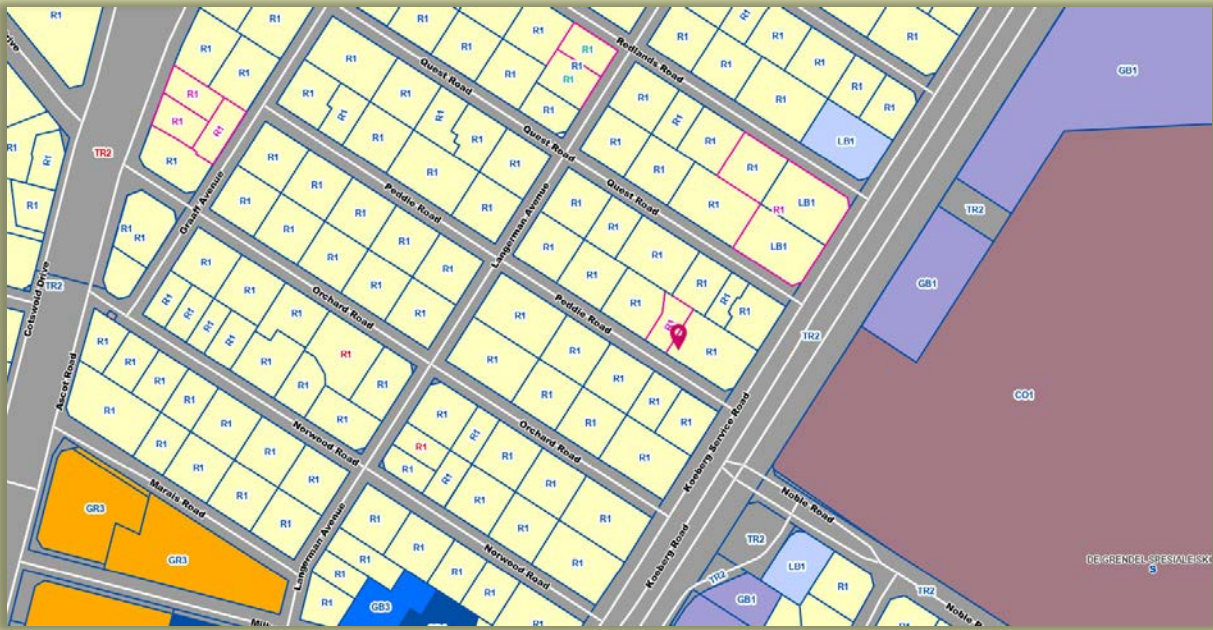


Figure 5 shows the zoning of the properties in the area.

2. FURTHER INFORMATION

2.1. Applicant / Mandate

The property owners, [REDACTED] has duly appointed and authorised Gerhard Loots Architecture to compile and submit an application on their behalf to the City of Cape Town for the applications referred to in Section 1.2 above; and to act as the applicant in this and all other related matters.

2.2. Development Management Scheme

As noted in Section 1.1 of this report, while the existing and the previously approved dwelling was subject to SR1 development rules, the proposed Guest House is subject to General Residential 2 (GR2) development rules, as the proposed zoning of the property, and is therefore assessed as such in this report. Accordingly, development rules as contained in the DMS are as follows:

- Guest House is listed under one of the Primary Uses under the proposed GR2 zoning.
 - o **Conclusion:** This application is compatible with the DMS (GR2).
- **Item 41 (b):**
 - o Permissible Floor Factor = 1.000 (thus 1445m²).
 - o Proposed Floor Factor = 0.572 (826.58 m²).
 - o **Conclusion:** Floor Factor is compliant to that listed under GR2 development parameters.
- **Item 41 (a):**
 - o Permissible Coverage = 60% (thus 867m²).
 - o Proposed Coverage = 43.80% (632.86 m²).
 - o **Conclusion:** Coverage is compliant to that listed under GR2 development parameters.
- **Item 41 (c) (i):**
 - o Permissible building height = 15m above EGL.
 - o Proposed building height = The highest building height on the application is 7.751m.
 - o **Conclusion:** Building height is compliant to that listed under GR2 development parameters.
- **Item 41 (e) (i):**
 - o Street building line = 4.5m.
 - o Common building lines within the 18m line – 0.0m up to 15m in height.
 - o Common building lines beyond the 18m line = 4.5m.
 - o **Conclusion:** Departures will be required in this regard (both street and common). See list of departures applied for as listed above.

- **Item 41 (e) (ii):**
 - o Outbuildings to max. 3.5m is allowed within common boundary lines.
 - o **Conclusion:** Departures will be required in this regard (both street and common). See list of departures applied for as listed above.

- **Item 137):**
 - o Parking bays of 1 per room (up to ten bedrooms) and 0.5 per room thereafter are required.
 - o **Conclusion:** Departures will be required in this regard. See list of departures applied for as listed above.

- **Item 45 (a):**
 - o Vehicle access to the property must be from an adjacent road reserve of at least 9m wide.
 - o **Conclusion:** Peddie Road is approx. 12.5m wide; thus, this application is compliant in this regard.

- **Item 121 (2):**
 - o A building line of 5 m shall apply to any boundary adjacent to a designated metropolitan road, unless otherwise agreed by the City and to which sub-item (1)(a)(i) is also applicable.
 - o **Conclusion:** Departures will be required in this regard. See list of departures applied for as listed above.
 - It must be noted that the TIA & DEVELOPMENT CONTROL (URBAN MOBILITY) DEPARTMENT did request both Outbuildings C and D (Unauthorized

Structures #6 and #3) to be moved to 1.5m from the boundary line in lieu of 5.0m. We have complied with this request.

- **Item 136 (B) (g):**
 - o All boundary walls that face a public street, public road or public open space and exceed 1,5m in height, when measured from the existing ground level on the public street or public open space side of the boundary wall to the top of the boundary wall, must comply with the following visual permeability requirements:
 - o **Conclusion:** Departures will be required in this regard. See list of departures applied for as listed above.

The departures applied for are minor in nature. The majority of the GR2 development parameters have been complied to in our application.

2.2. Title Deed:

The title deed of the subject property does contain restrictive conditions, for which we are applying the relaxation thereof.

The restrictive conditions listed are private imposed by the Transferor Company (Milnerton Estates) and we have been asked to remove the same from this application by the case officer.

2.3. Ground Level Determination

Kindly note that the contours as per the City's 2m Ground Level Map (as available on CoCT GIS) were used to determine existing ground levels on site.

3.0. PLANNING MOTIVATION: REZONING & PERMANENT DEPARTURES

A description of the applications applied for are detailed below:

- Rezoning of the property from SR1 to GR2:
 - o The rezoning is necessary to allow for a formal Guest House to be operated on the property.
 - o The property will, however, retain the character of a dwelling. Thus, the residential character of the area will be maintained.
 - o Sufficient on-site parking bays are provided, which eliminates (or reduces) the risk that guests will park along the adjacent roads or pavements.
 - o Most of the development on the property is located towards Koeberg Road side, thus reducing the impact on adjacent properties (on common boundaries).
 - o The proposed Guest House contains 15 guest bedrooms; a manager's cottage; staff quarters and also Guest Quarter section with its own lounge and kitchen. It also contains a Laundry and Dining Room section. This makes the site self-contained; which reduces the need for delivery vehicles (i.e. laundry pick up and drop off... or food deliveries).
 - o Main entry to the Guest House will be from Peddie Road; and 12 parking bays are incorporated on site.
 - o All facilities (kitchen, lounge and pool terrace) will be for stay-in guest use only; and will not be open to the general public. Overall, the Guest House is a small-scale facility and well corresponds with other similar uses, scales and built forms found in the surrounding area (as will be further elaborated on in this section of the report).
 - o A few minor departures are required and they are discussed below.

- Departures required:

PARKING DEPARTURE:

- o We have provided 12 parking bays in lieu of 15. However, the TIA & DEVELOPMENT CONTROL (URBAN MOBILITY) has already indicated that they consider this departure as “reasonable” and that they support the application.

BUILDING LINE DEPARTURES:

- o All of the building line departures on the South-Eastern side (facing Koeberg Road) have now been changed to be at least 1.5m from Koeberg Road (being a designated Metropolitan Road) as per the request from TIA & DEVELOPMENT CONTROL (URBAN MOBILITY).
 - There are no neighbours on that side of the property; therefore, no impact on surrounding properties is relevant.
 - The highest proposed building height on that side is 3.991m; which reduces any negative impact on the streetscape; being only 441mm higher than the permissible 3.5m height for outbuildings (within common boundary lines).
 - The existing 2.0m high solid boundary wall further reduces the visual impact of these buildings.
- o On the South-Western side, only the Manager's Cottage is situated 1.5m from the street boundary line.
 - The total building height is 4.247m, which is again a modest and unimposing height.
 - Again, there are no direct neighbours who could be affected by the placement of this building.
 - The existing 2.0m high solid boundary wall further reduces the visual impact of this building.

- o On the First Storey level, there was a deviation from the approved plan; whereby the bedroom was actually constructed 0,614m over the 4.5m building line.
 - Again, this transgression is hardly noticeable and no direct neighbours exist on that side, as it is a street (Peddie Road).
 - The total building height for this portion is only 6.685m in lieu of the permissible 15m building height.
 - This transgression is of no significance and has no impact on any of the adjacent properties.
- o To the North-Western side, Outbuilding A has been constructed on the boundary line.
 - This is in fact allowed as per the DMS up to a 3.5m building height; however, the building is 4.147m high and therefore a departure was triggered.
 - The building height of 4.147m exceeds the permissible building height by only 0.647m; which cannot be considered imposing.
 - No windows or doors are placed on the wall facing the adjacent property; which nullifies any intrusion on privacy or on fire safety concerns.
 - Again, I would consider this transgression to be of low significance and low impact on the adjacent property.
- o Also, to the North-Western side, the existing (approved) outbuilding have been converted into Guest Quarters for a large group or family.
- o The change in use thus triggers a technical departure.
- o No deviation from the existing (approved) building height is proposed.

- o No windows or doors are placed on the wall facing the neighbours, which eliminates any impact on their privacy or on fire safety considerations.
- o This change in use has zero impact on the adjacent property.

BOUNDARY WALL DEPARTURES:

- o The departures requested are for visual permeability only. The walls are existing 2.0m high brick walls... thus it is an existing situation; which has not raised any issues or complaints from any affected parties to date.
- o It is my view that the solid boundary walls actually enhance the streetscape by blocking the view to the various unauthorized structures that were constructed within the street building line. These structures are not necessarily aesthetically pleasing.
- o However, should the City request that we meet the visual permeability requirement, this can be easily achieved by modifying the existing walls accordingly. I would, however, argue that in this case, the solid walls are with zero visual permeability are better suited to the circumstances on site.

3.1 Municipal Spatial Development Framework (MSDF, 2022):

The MSDF is a strategic planning instrument which informs the spatial growth and development of the city and operates horizontally with the IDP. According to the MSDF, the subject property is located within the urban edge.

Overall, the UIC is dedicated to land use intensification and densification via, inter alia, the better utilisation of land and the diversification of land uses and mono-residential patterns. The proposal at hand therefore directly speaks to this aspect via the proposed small-scale guest house and associated departures in order to make better use of available land.

In return, this also promotes a more integrated, spatially efficient and sustainable urban form.

The subject property is located in an area earmarked for urban development which is also located in close vicinity to an established development corridor that contains various destination places, commercial and residential activities. Overall, urban development areas are committed to residential functions (noting that a guest house is also a residential function, albeit of a more temporary nature) and also allows for limited commercial functions to see to the proper functioning of urban areas.

The proposal adheres to the following spatial objectives:

- Ensure appropriate built form and land use to achieve a quality environment by means of promoting adaptability and land use flexibility, the taking up of existing rights in a sensitive manner (specially built form in terms of height and scale / massing), retaining a variety in built form, and promoting a lower rise (2-storey) built form.
- Protect visual connection to natural features (sea and mountain) by proposing a low-rise development that does not obstruct views (i.e. a development not utilising its full bulk and height allowances).

It is therefore concluded that the proposal aligns with the contents of the MSDF whilst also ensuring a more spatially efficient and sustainable urban form. As such, the proposal is also considered to meet the minimum threshold requirements as stipulated in Section 99(1) of the MPBL.

3.2. Integrated Development Plan (IDP):

This document is a strategic planning instrument which informs planning and development. The MSDF are also fully aligned with this document and with the proposal being compliant with the MSDF, it is also considered compliant with the IDP. Like the MSDF, the IDP also promotes a more efficient and sustainable urban form which is promoted by the proposal via the better utilisation of available land and associated

diversification. The proposal therefore also conforms to the principles of the IDP.

3.3. Inclusive Economic Growth Strategy

The IEGS is a short, medium and long-term plan for addressing the economic crisis facing Cape Town. The strategy recognises that inclusive economic growth can contribute to the alleviation of existing poverty and inequality.

Noting that the proposed guest house will see to both temporary employment opportunities during construction and permanent employment opportunities post-construction, the proposal is considered to directly address this policy. In return, guest house operations will also support surrounding businesses in terms of supply-provisions; and visitors to the guest house are also likely to support businesses / amenities located in close vicinity, thereby supporting the economic stance of the City as a whole.

3.4. Social Development Strategy

The proposal is not affected by this policy, nor is motivation in terms of this policy required in terms of Section 99 of the MPBL (as amended in 2025). It should be noted, however, that permanent employment opportunities will also provide employees with the opportunity to improve their livelihoods.

3.5. Guest Accommodation Policy

The guest accommodation policy highlights that tourism is one of the fastest growing sectors in Cape Town; and that it is in the interest of the City of Cape Town to facilitate the establishment of a range of tourist and holiday accommodation related establishments and facilities. It further states that whilst the larger commercial establishments in traditional business districts are essential to the tourism industry, smaller establishments in residential areas also play a major role in providing for a wide range of guest accommodation facilities.

The policy further encourages guest house developments to be appropriate within its context in terms of character, scale and built form; and places no limitation on the number of guest rooms. In addition, the policy also allows for on-site facilities such as restaurants, etc.; and promotes guest houses in a number of locations, including medium to high density residential areas.

As noted, the guest house is considered a small-scale guest house as it consists of 15 bedrooms; and is also considered appropriate within its context in terms of scale and massing, especially noting that the proposed guest house will consist of two storeys, will have a total floor space of 827m² (similar to most affluent dwellings in the surrounding area).

The low-volume transient nature of the guest house is also compatible with the (primarily) residential fabric of the surrounding area. While the proposed guest house does contain on-site amenities for guests, it is not proposed that these facilities be open to the general public, thereby limiting guest activity on the premises to stay-in guests only. The proposal is therefore considered to wholly align with the Guest Accommodation Policy.

3.6. SPLUMA and LUPA

In terms of the provisions of SPLUMA and LUPA, land development must be consistent with the principles of spatial efficiency, spatial sustainability, spatial justice, spatial resilience and good administration.

As the City's spatial development frameworks and policies are premised on the principles of **spatial sustainability** and **spatial efficiency**, it is argued that the proposal also complies with SPLUMA and LUPA insofar as it supports the better utilisation of land, diversification of land use and the promotion of a more sustainable and efficient urban form. Consequently, it is the opinion that the proposed additions / alterations and rezoning (guest house) are consistent with the principles of spatial sustainability and efficiency.

The principle of **spatial justice** requires spatial planning mechanisms such as the MPBL and DMS to contain provisions which would enable access to land by disadvantaged communities and persons. In this regard, it is pointed out that neither the MPBL nor the DMS currently contains any such provisions. Similarly, no policy framework for the provision of affordable housing by the private sector currently exists.

The proposal supports **spatial resilience** insofar as it supports the flexibility of the surrounding urban fabric within the urban edge via the better utilisation of available resources (i.e. land) and land use diversification. In return, the proposal also allows for a more sustainable and efficient urban form, thereby contributing towards spatial resilience in general.

With regard to the principle of **good administration**, the application complies with the submission requirements of the MPBL. The proposal has been motivated in terms of the decision-making criteria of the MPBL and the development principles of SPLUMA and LUPA. Furthermore, all the relevant internal departments and interested and affected parties will have an opportunity to comment on the application, which comments will be considered during the decision-making process.

In view of the above it can be concluded that the proposal adheres to the development principles of SPLUMA and LUPA, thereby giving effect to the overarching goal of spatial transformation.

3.7. Impact on Existing and Proposed Rights

The proposal aims to act in accordance with the development rights offered by the proposed GR2 zoning. In terms of use, the proposed guest house is a primary use right on this zoning and is nothing out of the ordinary in the surrounding area. Regardless, a guest house is a use allowed on this zoning (GR2) subject to obtaining Council's approval for the rezoning of the property from SR1 to GR2 as applied for and motivated herewith.

In terms of built form, the departures sought are considered to be insignificant in terms of its impact on the proposed rights, especially noting that the only departures requiring a change in the standard built

form allowed in terms of the DMS includes the setbacks of the buildings along Koeberg Road and Peddie Road. While departures are necessary in this regard, it will not create an incompatible built form in terms of height, scale and massing; and are accordingly considered to be minor in nature, especially noting the extent of previously approved structures on the property (specifically in relation to an existing 0m setback along the North Eastern common boundary).

As noted, the coverage of the building is proposed to be increased but is still way beyond the permissible 60% (only 44% is proposed) under the GR2 development parameters. Overall, the appearance and extent (827m² floor space with a 633m² footprint) of the building is modest in comparison to allowable GR2 parameters (especially in terms of height and bulk allowances) and takes on the form of a single dwelling house. Kindly refer to Section 3.8 in relation to the impact (or non-impact) of the proposed parking departure. As such, the proposal is not seeking for an excessive increase in existing SR1 rights (and way beyond the proposed rights under a GR2 zoning); and approval of the departures sought will not have the same effect as granting development rules similar to the permissible development parameters under a GR2 zoning.

3.8. Desirability

- Socio-Economic Impact

The proposal will provide for a wider range in temporary / commercial residential opportunities in a well-located area (close to a variety of urban amenities), thereby offering more visitors the opportunity to experience the amenity and opportunities offered by the City. In return, this will also ensure more customers to nearby businesses.

Approval of the proposal will accordingly see to a mutually beneficial economic relationship between the subject property and surrounding businesses in terms of 'demand and supply', thereby promoting the economic stance of the City in general. Kindly also refer to Sections 3.3 and 3.4 of this report.

Approval of the proposal will also see to both temporary employment opportunities during construction and permanent employment opportunities post-construction, thereby promoting job-creation and providing employees with the opportunity to improve their livelihoods. While the proposal will contribute to the fiscal value and economical value of the subject property, it will also see to an increase in the rates and taxes collected by the City from this property (apart from the standard Development Contribution fee), which funds is spent all across the City to the benefit of all residents. The proposal, being compatible and appropriate within its context, will also see thereto that surrounding property values are maintained. Furthermore, as the proposal will retain the character and amenity of the surrounding area and does not introduce incompatible or offensive uses or features, it can be stated that the proposal will also not negatively impact on the urban functioning of the surrounding area.

- Compatibility with Surrounding Uses

As noted, the proposed zoning of the property is GR2 on which a guest house is a primary use right. The proposed guest house will retain its residential character. The proposed small scale, 15-bedroom guest house is therefore nothing out of the ordinary in the surrounding area; and the proposed use will accordingly fit in seamlessly in this regard.

In addition, the proposed departures from the DMS will also not create an incompatible built form in terms of height, scale and massing; and are accordingly considered to be minor in nature, especially noting the extent of previously approved structures on the property (specifically in relation to an existing 0m setback along the North Eastern common boundary).

Overall, the appearance and extent (827m² floor space with a 633m² footprint) of the building is modest in comparison to allowable GR2 parameters (especially in terms of height and bulk allowances) and takes on the form of a single dwelling house. As such, the proposed built form

and land use is expected to blend in seamlessly with the surrounding built form and existing land uses.

Impact on Safety, Health and Wellbeing

As noted, the surrounding area readily contains various forms residential options; mostly dwelling houses. The proposed small scale, 15-bedroom guest house; while maintaining its residential character and scale; is therefore not an intrusive or alien use that is being introduced in this area; and it will therefore not negatively impact on the character and experience of the surrounding area. The departures applied for, also being completely compatible with the surrounding built form, scale and massing, will also not negatively impact on surrounding residential properties, especially noting that:

- o There are no placement of windows facing onto adjacent properties and most of the development takes place towards Koeberg and Peddie Roads (away from the adjacent properties).

It is therefore concluded that the proposal as a whole will not impede on surrounding residential activities or have any negative impact on adjacent properties, the character, experience or general amenity of the surrounding area, and that it will not negatively impact on the safety, health or wellbeing of the surrounding community.

Traffic Impact and Parking

As noted, we have provided 12 parking bays in lieu of 15 for which a departure application has been submitted; but the relevant department has already responded with a NO OBJECTION in this regard.

Nevertheless, a guest house is of a temporary residential nature; and it is therefore highly unlikely that all 12 bays would constantly need to be available for guest use (as guest houses rarely operate at full capacity).

There is also formal bus stops located all along Koeberg Road which is adjacent to the subject property, i.e. within walking distance).

The existing cwc will not be affected.

It must also be noted that:

- o Guests (short-stay visitors, tourists, business travelers) are less reliant on private vehicles and are expected to predominantly use popular e-hailing services (Uber, Bolt, etc.).
- o Some guests may even prefer walking due to the compact nature of the area. The surrounding area also has excellent pedestrian infrastructure with short walking distances to amenities and other opportunities, reducing car dependency.
- o the guest house does not include ancillary uses that will be open to the public, which will further reduce parking demand.
- o the guest house has a small number of rooms and can implement straightforward parking management practices to reduce parking demand such as:
 - Advising guests in advance that no on-site parking is available;
 - Promoting e-hailing and micromobility options; and
 - Managing check-in/check-out times to avoid temporary congestion.

The parking departure will not adversely impact on the surrounding road network or the on-street parking environment.

In light of the above, it is not foreseen that the proposal will negatively impact on traffic-related considerations in this regard. Nevertheless, the relevant internal CoCT Departments are also invited to comment in this regard.

• Impact on External Engineering Services

Municipal connections readily exist on the subject property. Noting that the use of services will increase, it is noted that a Development Contribution (DC) fee will be imposed in relation to the proposed guest house and its associated capacity. However, considering the limited scale of the guest house (15 bedrooms), the additional usage / service requirements will not be excessive. Nevertheless, the relevant internal CoCT Departments are also invited to comment in this regard.

• Impact on Biophysical Environment and Heritage

As noted, the subject property is not located in a Heritage Protection Overlay Zone (HPOZ), and is graded non protection worthy, although it exceeds 60 years in age. Kindly note that a Section 51 letter from HWC was issued on 01 April 2025.

The subject property is also located within the urban edge where conventional urban development is promoted; and does not contain any environmentally significant features (including mature trees). Accordingly, the proposal does not trigger any environmental concerns and will not result in the loss of mature vegetation.

4.0. PROPOSED CONDITIONS OF APPROVAL

Noting that conditions of approval can aid in mitigating any (potential) impact of the proposal, it is proposed in good faith that the following conditions of approval be imposed:

- That the guest house be limited to a maximum of 15 guest bedrooms and an additional Guest Quarters for a group/family.
- That on-site facilities / amenities be available to stay-in guests only. These facilities / amenities shall not be open to the general public.

- That 12 clearly demarcated motor vehicle bays be accommodated on site as per the SDP.

5.0 REASONS FOR SUPPORT

In terms of Section 99 of the MPBL, the following should be noted:

- The proposal substantially complies with the MSDF.
- The proposal substantially complies with the policies and legislation specified in this report.
- The proposal corresponds with the criteria and intent of the DMS; and approval of the proposal will not have the same effect as granting the development rules to what is actually applicable under a GR2 zoning.
- The proposal is considered to be desirable within its context and is not requesting for an excessive increase in rights.
- The proposal will not negatively influence on the character and experience of the surrounding area; and will not have a negative impact on surrounding properties.

6.0. CONCLUSION

In the light of the above, it is hereby respectfully requested that the application be approved in terms of Section 98 of the MPBL. We trust that this application will receive your favourable consideration. Should you have any queries, please do not hesitate to contact us.

Kind regards

Gerhard J. Loots